

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No. 8864

廿三月九年二林堂

TUESDAY, NOVEMBER 1, 1910.

二月一十一英港香

\$16 PER ANNUM.

SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Starling \$1,000,000 at 2% \$15,000,000
Silver \$10,000,000 \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COMMITTEE OF DIRECTORS:
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Hongkong—J. R. M. Smith,
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LONDON BANKERS—LONDON COUNTY AND
WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 8 per cent.,
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABB,
Acting Chief Manager.
Hongkong, 28th September, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851;
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,500,000
RESERVE FUND \$1,500,000
RESERVE LIABILITY OF PROPRIETORS \$1,500,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 8 per cent. per
annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 per cent.
WM. DICKSON,
Manager.
Hongkong, 25th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 10,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, HANKOW, TIENTSIN, PEKIN,
OSAKA, NEWCHENG, DALNY, LYONS,
NAGASAKI, PORT ARTHUR, ANTUNG,
LONDON, SAN FRANCISCO, HONOLULU,
BOMBAY, CHANG-CHUN,
SHANGHAI.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 8 per cent.
per Annum on the Daily Balance.
On fixed deposit—

For 12 months 4½ p.c.
6 months 3½ " " "
3 months 3 " " "
TAKRO KATAMIGI,
Manager.
Hongkong, 17th September, 1910.

DUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI;
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Koh, Peking, Singapore, Tianjin,
Tientsin, Tsinan, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Königliche Seehandlung (Preussisch-
de Staatshank), Director der Disconto-Gesellschaft
Deutsche Bank, S. Hirschroder,
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Robert Warthaer & Co., Meddison & Co.,
M. A. von Rothchild & Sohne, Frankfurt,
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Norddeutsche Bank, Hamburg, Hamburg,
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Bayische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:
Mait, H. M. Rothschild & Sons,
THE UNION OF LOCHIN & SMITH BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCE
DIRECTION DER DISCONTOGESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received for term which may be
stated on application. Every deposit of
Bank and Merchants' Bank, London, and
Bank of England, London.

J. H. KÜTTMANN,
ACTING MANAGER,
Hongkong, 1st March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Applications
obtained on application.

INTEREST deposited is allowed at 3½ per
cent. per annum.

Deposits may transfer at their option
of \$100 or more with HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
N. J. STABB,
Acting Chief Manager.
Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,350,000
RESERVE FUND Gold \$1,350,000

Gold \$6,500,000
(about £1,500,000.)

HEAD OFFICE—60 Wall Street, New York.
LONDON OFFICE—Three Cedars House,
E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND,
LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description
of Banking and Exchange business,
receives money on Current Account at the rate
of 2½ per cent. on daily balances and
accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.
For 6 " 3½ " "

For 3 " 3 " "
N. S. MARSHALL,
Manager.
No. 9, Queen's Road Central,
Hongkong, 16th September, 1910.

Insurance

CHINA MUTUAL LIFE INSURANCE CO. LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

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A STRONG British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Acts, England.
Insurance in Force 537,855,855.00
Assets 5,415,150.00
Income for Year 8,500,000.00
Insurance Fund 5,210,813.00

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B. W. TAPE, Esq., and the
District Secretary,
ALEXANDRA BUILDING.

G. LAWDER, Esq., Inspector, Hongkong.

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T. F. Hough, Esq.
C. J. Laurent, Esq.
Hongkong, 16th July, 1910.

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE
HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly
renovated and extensively enlarged and
is now handsomely furnished and up-to-date
in every respect. Situated in the most central
position. Large and airy rooms. Hot, Cold,
and Shower Baths. Gas and Electric Lights
and Fans. Large and comfortable lounge.
Private and Public Bars and Billiard Rooms.
Private and Public Bars and Billiard Rooms.
CUISINE ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements
of the latest HOTEL LAUNCH
MEETS ALL STANDARDS. Monthly Rates
10/- Little and Diner. Special Rates for
married families on application to
J. H. O'DERRY,
Manager.

FREDERICK REICHMANN,
Late Manager of J. H. LYONS (Tocadore),
leading Caterer in London, and
GRAND ORIENTAL HOTEL, LTD.

Telephone No. 107.
Telegraphic Address "Compton" Hongkong.
Hongkong, 1st October, 1910.

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undernamed PORTS on or about the DATES
named—

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

N. J. STABB,
Acting Chief Manager.
Hongkong, 18th July, 1910.

SHANGHAI { DELTA About Freight and
Capt. B. W. B. Snow } 1st Nov. Passage.

LONDON, &c., viaimal Ports { ARCADIA Noon. } See Special
Capt. S. Bircham } Advertisements.

SHANGHAI, MOJI, KOBE (CEYLON } About Freight only.
and YOKOHAMA { Capt. H. N. Rivers, R.M.R. } 16th Nov.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 3rd October, 1910.

Intimations.

LANE, CRAWFORD & CO.

TYPEWRITERS.

SAVE 30 per cent.

BY USING

GRADYIZED REBUILT TYPEWRITERS.

OLIVER No. 3 \$165

REMINGTON No. \$220

MONARCH No. 2 \$240

CALL AND SEE THEM.

LANE, CRAWFORD & CO.

Hotels.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: CANTON TO HONGKONG: CANTON TO HONGKONG:

MONDAY, 24th October. THURSDAY, 27th October. THURSDAY, 27th October.

8.00 A.M. HUNGSHAN 8.00 A.M. HONAM 8.00 A.M. HUNGSHAN

10.00 P.M. KINSHAN 5.15 P.M. FATHAM 5.15 P.M. KINSHAN

TUESDAY, 25th October. FRIDAY, 28th October. FRIDAY, 28th October.

8.00 A.M. HONAM 8.00 A.M. HUNGSHAN 8.00 A.M. HUNGSHAN

10.00 P.M. FATHAM 5.15 P.M. KINSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 26th October. SATURDAY, 29th October. SATURDAY, 29th October.

8.00 A.M. HUNGSHAN 8.00 A.M. HONAM 8.00 A.M. HUNGSHAN

10.00 P.M. KINSHAN 5.15 P.M. FATHAM 5.15 P.M. KINSHAN

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.

Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted
throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 8 P.M. from the
Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSIONS TO MACAO.

On SUNDAY, the 6th NOVEMBER, 1910.

The Company's Steamship

"SULAN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 4 P.M.

FARES:

1st Class Return \$3, Single \$1.50, and Class Return \$1.00, Single 60 cts.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M.

and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8.30 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

NOTES.

NORDDEUTSCHER LLOYD.

Bremen.

IMPERIAL GERMAN MAIL LINES.

FOR	SHAMPOO	TO SAIL ON
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORK"(T. 17,000)	WEDNESDAY, Capt. J. Randermann and Nov. at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW"(T. 17,300)	About WEDNESDAY, Capt. J. Wilhelmi and November.
MANILA, YAP, MARION, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isenbeck (T. 6,700)	SATURDAY, 5th Nov., Daylight
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lens (T. 6,000)	About TUESDAY, 5th November.
KUDAT and SANDAKAN	"BORNHO"(T. 5,050)	End of November. Capt. V. Sombill

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunkens.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG.

Hongkong, 27th October, 1910.

Intimations.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of debility, nervousness, palpitation, defective circulation, nervous dyspepsia, etc. or neuritis, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay of the body, etc. It cures all diseases of the brain and nerves, and is equally effective in nothing, irritability of temper, female complaints, hysteria, headache, bearing down sensations, wasting diseases, consumption, night aevnts, muddy, high-coloured water, etc., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of which is far greater portion of the misery, ill-health, and debility with which we are surrounded on every hand, that can only be removed by the use of this wonderful and precious compound. It cures all diseases, draining up the system generally. It gives tone to the exhausted nerves, arrests all weakening, wasting discharges, restores the failing energies, and imparts new life and vigour to those who had no recently seemed played out, used up and valueless. Bottles Price 22.9d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

There is nothing like it, nor can its marvellous properties ever be equalled in the cure of poisons, etc., other inspection of the blood from whatever causes arising. No sooner is it finished than it begins to penetrate to the minutest capillaries, overcomes and expels disease, whereas any other powder form met with removes only patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, piles, bad legs, bad breasts, abscesses, ulcers, warts, scars, goitre or Derbyshire neck, it improves the general health, and quickly removes standing hives, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2d.

Send stamped addressed envelope for free booklet, or P.O. 2/0 for free bottle of either.

Reference to The VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you a substitute for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOT'S, DASH CHEMISTS.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPAGNIE RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNGHES, &c., &c.

SOLE Agents for
FERGUSON'S SEMIGEL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

ALWAYS IN STOCK
AT
REASONABLE PRICES

EVERY KIND OF
SHIPS STORES AND REQUISITES

Worthing, 1st March 1910.

AN APPRAISAL.

THE SUPERIORITY of the ITALIAN
CONVENT GIAINE ROAD, being most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
assistance and support, and desirest to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Gauze
and Collars reworked on old cases.

Ladies and Children's Under-clothing, Calli-
graphy, Drawings, all kinds of Embroidery,
Materials can be supplied, if required.

The Depositories will also be most grateful
to receive, or old ENVELOPES to be made,
two Models for the Children of the Poor Schools,
as are taught by the Sisters.

Hongkong and April 1910.

KWONG FUNG YUEN,
HEAD OFFICE—No. 83, Des Voeux Road West,
TIMBER YARD—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS

to
H.B.M. Naval and Military
Authorities.

I HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yacca, Hardwoods, Oregon Spur,
Chinese Spar, Chinese Fir of all descriptions,
Inspection invited to the Yards.

Best Terms,
Quick delivery.

LEUNG TAI,
Managing Director,
Hongkong, 1st January, 1910.

NOTICE TO SUBSCRIBERS.

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rates of Subscription to the Hongkong
Telegraph (daily and weekly issues) will be as
follows—

DAILY—\$1 per annum.
WEEKLY—\$1 per annum.

The rates per quarter and per mensa, pro-
portional. Subscriptions for any period less
than one month will be charged as for a full
month.

The daily issue is delivered free when the
address is accessible to messenger. Peal
subscribers can have their copies delivered
at their residences without any extra charge.
On copies sent by post an additional \$1.50
per quarter is charged for postage.

The postage on the weekly issue to any part
of the world is 10 cents per quarter.

Single Copies, Daily, 10 cents. Weekly,
Twenty-five cents (for each copy).

PAYABLE IN ADVANCE.

There will be no rebate to Missionary
subscribers at heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 1st December, 1910.

Intimations.
THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and

Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 370, 508, or 681.

NO. 1 DOCK. **NO. 2 DOCK.** **NO. 3 DOCK.**

Docking Length 515 ft. Docking Length 376 ft. Docking Length 48 ft.
Width of Entrance 80 ft. Width of Entrance 50 ft. Width of Entrance 63 ft.
Water on Blocks 18 ft. Water on Blocks 16 ft. Water on Blocks 18.5 ft.

Mooring bollard 600 feet x 100 feet x 15 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pacomile, electric, hydraulic, plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midori Office 533, or 575, Customs Branch Office 1338, Takashimacho Office 292, or 2050, Iriyachio Office 2251.

205 buildings, principally of brick and steel, 358 entrances, 13 buildings are private bonded warehouses. Floor area 73,363 square yards or 15½ acres. Direct water frontage of 2.36 miles in length, part having a depth of 15 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railway. Use of 45 ton derrick, tugs, launches, etc. Customhouse, brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.

LEE YEE

HAIR DRESSING SALOON,

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

18, D'AGUILAR STREET,

HONGKONG.

FREE TRIAL.

TRY THE

TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and**TYPEWRITERS****FOR HIRE****DRAGON CYCLE****DEPOT**

6, DES VŒUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

From the University of Pennsylvania, U.S.A.

Telephone 125.

Hongkong, 27th January, 1910.

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Intimation.

**W.M.
Powell,
Jd.,**

**GENTS'
OUTFITTERS**

SPECIALISTS

IN

EVENING
WEAR

**COURT...
SHOES,
OXFORD
SHOES,
DRESS...
SHOES,
PATENT
BOOTS...**

IN

**SMART...
SHAPES.**

**Soft and Stiff
Dress Shirts.**

**DRESS GLOVES,
DRESS TIES,
DRESS SOCKS,
ETC., ETC., ETC.**

W.M. POWELL,**LTD.**

28, Queen's Road.

(Opposite Clock Tower.)

ON THE FRONTIER OF 1910?**H. E. CHAO ERH-FUNG'S REFORMS.****A TRIBUTE BY THE FORMER JUNIOR AMBAN**

H. E. Wen Tsung-Yao, former Junior Amban of Tibet, who favoured us, as our readers will no doubt remember, with a graphic description some weeks ago, of the I-shai-lam, has returned to Shanghai from the South, and been kind enough to supplement the information which he gave us in the former interview, with a long and interesting account of the conditions on the frontier between Fuchow, and Tibet, and the wonderful transformation which has been wrought in this wide and extensive region since it came under the vigorous administration of H. E. Chao Erh-fung, the High Commissioner of Frontier Affairs (*Ch'üan Wei Fachan*).

THE FRONTIER REGION.

The term "frontier" as used in relation to this particular part of the boundary of China, implies not merely a narrow dividing line—in which sense it is usually interpreted—but a stretch of country a thousand miles long and 200 miles wide, approximately, between Tachien and Chiahsien; separating the jurisdiction of the Viceroy of Fuchow from that of the Amban of Tibet. Over all this extensive region the High Commissioner of Frontier Affairs holds undisputed sway, responsible to no one for his Imperial Master in Peking, and in a minor degree, his brother, is Chingtao, H. E. Chao Erh-feng, the enlightened Viceroy of Szechuan. The High Commissioner of Frontier Affairs and the Amban of Tibet, H. E. Leeu Yo, act in complete independence of each other, but both are answerable for their administration to the Viceroy of Fuchow and the Government in Peking. The country over which the High Commissioner rules is an elevated table-land ranging in height from 10,000 feet at Batang, where H. E. Chao Erh-fung has his yamen, to 15,000 feet at Litang, while Tachien, "the gateway of Tibet," as it is termed, is 9,000 feet above the sea-level. The country, which is only now beginning to be developed, was quite wild and desolate when Chao Erh-fung assumed office. There were no roads, no telegraphs, no communication of any kind, and no crops; save a roughly cultivated wheat.

THE PEOPLE.
about one million in number, were in a condition of the lowest moral degradation and material misery. Polygamy was generally practised. What women had husbands at all had five or six, brothers as a rule; but vast numbers of women remained unmarried, becoming either inmates of nunneries or maidservants in the households of their more prosperous neighbours. Under these circumstances the population showed every sign of becoming extinct before the lapse of many years, and the few visitors who penetrated the country were invariably impressed by the apparent hopelessness of its prospects. The only satisfactory feature about the people's condition was their fine physique and their agreeable, cheery disposition. Their superior stature and build are accounted for partly by the fact that the day after children are born their mothers carry them to the nearest stream and plunge them into the water, even in the depth of winter when the temperature is often down to 15 or 20 degrees below zero. Infants which survive this heroic ordeal are then squirmed thickly all over with grease and exposed for several hours every day of their young lives in the open air, so that they may grow up strong and hardy, and fit to defy all weathers, which the majority of them are certainly well able to do. They are very good-tempered and mild mannered and as their language is the same throughout the entire region and easy for foreigners to acquire—the written language is Sanscrit—they make a very favourable impression upon all foreign travellers that visit the country.

THEIR GOVERNMENT.
Prior to the arrival of H. E. Chao Erh-fung to take over the administration of the country on behalf of the Chinese Government, these amiable but ignorant people lived under a system of two-fold oppression. They were oppressed and taxed by the "native rulers"—pilly local tyrants who were supposed to be answerable in some loose, undefined way to the Government of Lhasa; but who, in practice, were held to account by nobody or nothing but their own sweet will—and they were oppressed by the inmates of the monasteries, which were by far the most numerous and flourishing institutions in the country. Government in the proper sense of the word there was none. Crime went unpunished and unheeded; no attempt was made to develop the country, or to its little public works; and the people were utterly neglected except when the time came round for them to satisfy the exactions of their oppressors. But these seasons came frequently enough in all conscience. Not only had the down-trodden folk to pay taxes to the native rulers on the one hand and the monasteries on the other, but they had to render manual service to both whenever called upon to do so, to provide ponies mules and yaks for their masters whenever the latter chose to move from one part of the land to another, and to find quarters for the military escorts by which their native rulers were invariably attended upon their travels, all free of charge.

THE COMING OF CHAO ERH-FUNG.
But the providential advent of H. E. Chao Erh-fung completely changed all this. About ten years ago the Junior Amban of Tibet, H. E. Ho Liang (now Viceroy of Mactchuris), who at that time occupied his viceregal seat at Chengtu, acting under instructions from the Government at Peking, selected Chao Erh-fung, who was then one of the Tutors in Szechuan, to lead a punitive expedition to the scene of the murder. Chao displayed such energy and ability in the conduct of this mission, that he was appointed by the Government of Fuchow to take charge of the Commission of Frontier Affairs, and entrusted with the duty of introducing civil administration into the frontier districts between Yunnan and Szechuan, and in the provinces of Kiangsi and Hunan. He was also appointed to be the representative of the Chinese Empire in the negotiations for the peace between the Chinese and the British Government.

The author of this remarkable transformation is the younger of a famous pair of brothers, the elder of whom occupies the sealed office of Viceroy of Szechuan. The High Commissioner is now 61 years of age, a tall, able, strong and energetic man with nothing in his appearance to indicate that he has passed the prime of life, except his hair and mustache, which the labour and anxieties of the past five years have completely whitened. His native town of Peking, a man of the most progressive conception, and one from whom, though his services to his country have been already very great, there are still many more to be rendered for the welfare of his countrymen.

which he has ever since exercised a wise, enlightened rule, over which in fact, he has reigned as a veritable Lord of the Marches. He founded a bowing wilderness and he has transformed it not quite into a paradise, at least into a very tolerable place of residence for the millions odd people who constitute its population.

CHAO ERH-FUNG'S REFORMS.

It would be difficult to describe in a few columns of a newspaper a fraction even of the changes for the better which have been effected during H. E. Chao's administration. The most striking and important perhaps are those which belong to the department of communications. When he arrived there were no roads in the country. There is now a regular network of excellent highways throughout the entire region. Carefully levelled, well constructed they zigzag up along the mountain sides, down the slopes and straight across the wide flat stretches comparing favourably in every detail with the best roads that the British have made on the Indian side of the frontier. The only particular in which they are not quite up to the British standard is this—that whereas the British roads running along the Malayan precipices are all protected with stout iron railings on the open sides, Chao Erh-fung's highways have not yet been provided with safeguards of this description. But the provision of this additional improvement is a matter of only a little more time. The bridges, which are very numerous, are all substantial, up-to-date structures, of wood and stone, built to all appearance, to last for centuries. These roads and bridges show evidence of the highest engineering skill, and reflect the greatest credit on their designers, Chinese engineer officers, and the Chinese soldiers who carried out the actual work of construction. The chief of these highways is that from Chiamdo to Tachienlu. As there were no roads in the country prior to the advent of H. E. Chao Erh-fung, neither naturally were there any resthouses, but these the energetic High Commissioner has also now provided. Comfortable buildings, on the lines to some extent of the famous Indian *dash* bungalows, are now to be found at short intervals along the highways. They are free to the use of all travellers without charge, save the price of fuel and the small *chum-kau* which is exacted by the caretakers, and which, we need hardly say, is invariably forthcoming although its payment is by no means compulsory.

Another important improvement introduced by H. E. Chao Erh-fung, is the telegraph. Prior to his arrival there was no telegraph in the country but now, thanks again to the vigour of his administration, telegraphic communication may be had from all the larger centres, expeditiously and easily, with all parts of the world. Education and the encouragement of industry are also matters which have deeply engaged His Excellency's attention. After what has already been written we need scarcely refer to the utter absence of schools along the frontier prior to the advent of the High Commissioner. There are now 75 institutions of this character—incuding a co-operative association of girls. In the industrial department he has opened woolen, mills and tanneries, and engaged experts to teach the people weaving and tanning which in a country so rich in flocks and herds as the Tibetan frontier, are industries with the roshest possible future before them. He is also using every effort for the promotion and improvement of agriculture. Before he arrived the only crop cultivated was wheat in few, sparse patches. The Tibetans ate absolutely no vegetables. But now, His Excellency has introduced the cultivation of rice, which besides proving a great boon to the Chinese soldiers and settlers in the country, is also being gladly welcomed by the Tibetans as providing a most welcome addition to their former meagre diet of badly-baked wheaten cakes.

ADMINISTRATIVE REFORMS.
One of H. E. Chao's first proceedings in the country was to abolish the regims of the "native rulers." This predatory gangster he treated with scorn, ceremony, sending them packing with small pensions, and replacing them with specially selected Chinese officials under whom the people now acknowledge that they are better off and happier than ever they were before in the whole course of history. He also sternly forbade the monks to levy any more taxes and gave the people to understand that they were no longer under any obligation to render free service to monks or native rulers or anybody else. In place of the taxes which they formerly paid to a multitude of oppressors they are now called upon to pay their new masters—only one small tax (collected "in kind") on arable land and a fee of one rupee for every pony or mule they possess, and half a rupee for every yak or cow. The "commandering" of these animals, which was formerly freely practised, is no longer permitted, the Chinese authorities paying half-a-rupee per day for every beast hired from the people for transport purposes.

The practice of polygamy is being firmly discouraged. Every couple about to marry must now appear before a Chinese official and register the contract, otherwise they will receive no help or protection in case trouble should arise between them after marriage. Everybody also is now given a Chinese surname in addition to his original Tibetan name and unions between people of the same surname or belonging to the same clan are strictly prohibited. The people are taking very kindly to the new institutions—to the list of which we may add the practice of vaccination, which has been introduced with the very best results, although it was only after His Excellency had bared his own shoulder, and shown them that he himself had undergone the operation that the people would consent to submit to the process—so that in a few years the indications are they will be as well-ordered, well-contained and prosperous a population as any to be found within the borders of the Chinese Empire.

The author of this remarkable transformation is the younger of a famous pair of brothers, the elder of whom occupies the sealed office of Viceroy of Szechuan. The High Commissioner is now 61 years of age, a tall, able, strong and energetic man with nothing in his appearance to indicate that he has passed the prime of life, except his hair and mustache, which the labour and anxieties of the past five years have completely whitened. His native town of Peking, a man of the most progressive conception, and one from whom, though his services to his country have been already very great, there are still many more to be rendered for the welfare of his countrymen.

Intimations.**A BILLY SAYING.**

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is. So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not so far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago, the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh-
Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convalesces. Sold by all chemists.

UNDER THE DISTINGUISHED PATRONAGE

of
H. E. Sir HENRY MAY, K.C.M.G., and
Lady MAY

A GREAT MUSICAL EVENT.**ONE NIGHT ONLY.****RAFALEWSKI**

AND

Miss Lili Sharp

Gold Medalist and Vocalist *Audax* concertos London, will give one of their Famous Recitals at the

PEAK HOTEL,

on

TUESDAY EVENING, NOVEMBER 1, 1910, at 8 P.M.

booked.

N.B.—All the Rafalewski compositions are now

obtainable at the local music warehouses:

Hongkong, 1st October, 1910. (679)

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

[458]

OSMAN &

CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.**LACE and EMBROIDERIES** a specialty.**TABLE LINENS, SERVIETTES and****HOUSEHOLD LINENS.****Samples on application.**

Coast Port Orders carefully

executed

Hongkong, 6th September, 1910.

HUNG ON & CO.

SHOW ROOM AND STORE

at the Premises formerly occupied by

A. OGER & CO.

174, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERS, AND**FURNITURE.**

IMPORTERS AND DEALERS

in

CROCKERY, Cutlery, Electro and Glass

Piano, Glass and Iron Ware, &c., all

described always on hand for sale or re-

lease.

5th Floor, 174, Queen's Road Central.

Hongkong, 1st September, 1910.

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Hongkong, 1st September, 1910.

Intimations.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 1, 1910.

SIR FREDERICK LUGARD'S RETURN.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED AD. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

or

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s,

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

[28]

IMPORTANT
NOTICE.

WE have the pleasure to advise our CUSTOMERS and the PUBLIC GENERALLY that, under the Superintendence of our new FACTORY EXPERT, recently arrived in the Colony (who has had 18 years' experience in the leading Shoe Factories of the United States), we are NOW prepared to supply the FINEST Up-to-date MEN'S BOOTS and SHOES in our well-known brands "SUPREME" and "LILY" to suit the taste of everyone. Only the finest Leather and Materials are used, and best workmanship guaranteed.

At an early date, which will be duly notified, we shall be prepared to supply the finest and latest LADIES' Boots and Shoes.

THE HONGKONG & CHINA SHOE FACTORY, LTD.

Works, 93 and 99, Praya East, Office and Showroom: 33 and 35, Des Voeux Road, Central, a few doors from new Post Office.

Established 1841.

THE FUTURE OF HOIHOW.

As long ago as April last we called our readers' attention to the important trade of Hainan Island, and the probable loss to British merchants involved by the apathy of the Two Kwangs. Viceroy and his apparent reluctance to carry out the Hoihow Counter-vancy scheme. The Hongkong Chamber of Commerce took the matter up. H.E.M. Acting Consul referred it to H.B.M. Minister in Peking, and in that limbo of British interests, the Legation, the scheme has since reposed in peace. It should be understood that Hoihow is the only shipping port in Hainan, and that it is rapidly becoming cut off from navigable water by the mud flats. Hongkong is the chief distributing centre and main market for Hainan's produce and needs. The question of the condition of Hoihow harbour is one of very practical interest to the Hongkong shipping trade as well as to other industries. At present we read in the latest consular report on Hoihow a sad account of the menace to the continuance of the trade caused by the shortsightedness of the Provincial Government. A comparatively small sum, only 600,000 dollars, part of which the foreign shipping companies, and the merchants consented to pay by means of tonnage dues, is all that is needed "to effect the conversion of the Hoihow mud flats into a channel between anchorage and shore, navigable by launches at all states of tide and weather." At present the lighter coolies appear to be the masters of the trade; for the least charge of weather offers an excuse for idleness and extortion on their part. Their combination is strong, and they have no opposition to encounter; they can, and do, dictate terms, increasingly exorbitant, to the shipping agents. Their increasing charges and the expensive delay to steamers caused by their independence have naturally an effect on the prices of imports and exports. The improvement of the channel to admit steam launches and large covered lighters at all states of the tide would preclude delay to steamers and damage to cargo, but the apathy of the local and provincial officials will, if continued, effectually fetter the rich soil of Hainan. The value of the export of betel-nut last year was £25,579, of sugar £6,694, of grass-cloth £6,61, of pigs and cattle £48,476. The total value of exports to Hongkong amounted to the large sum of £20,555, and the value of imports from this Colony was the still larger sum of £479,349. As we have already pointed out in a previous article it has been proved by actual experiment that rubber and cassia camphor and tobacco could be removed from the soil of Hainan, giving to British pride that although we can justly claim from 70 to 80 per cent. of the whole trade of Hainan as British, yet British shipping decreased by one half last year. Of course it will continue to decrease as long as the labour conditions remain what they are. And for this the Provincial Authorities will be to blame. We see nothing in the Consular report before us which directly attributes to those Authorities the blame for the wretched state of telegraphic communication between Hoihow and the rest of the world. The Hainan Straits are 14 miles wide, and on the mainland opposite Hoihow, is a place called Hsu-wen. There is a wireless installation at both places. There is a land line from Hsu-wen to Canton. A telegram therefore from Hongkong to Hoihow giving a typhoon warning would go from here to Canton, from Canton to Hsu-wen, and from there by wireless to Hoihow. But the wireless installation is obviously one of the least efficient in the Chinese Empire, that is, in the world, and the land line behaves as land lines out here always can be expected to behave, so that by the time the warning reaches Hoihow several days have elapsed and the typhoon has passed. It frequently happens that a letter posted in Hongkong to Hoihow on, say, Monday when a telegram also is sent, will arrive on Wednesday. But the telegram will arrive on Friday or Saturday. This is really very disappointing. If the radius of the wireless installation were so increased as to establish direct communication with Canton, and perhaps with Manila, the danger to shipping of being overwhelmed by a typhoon without warning would be obviated. We recommend the attention of our Chinese friends to these friendly criticisms; their interests not less than those of our trade are involved and the more that this is realized the better it will be for them and for us, and for the trade of Hongkong.

The new Viceroy has the interests of Chinese trade deeply at heart. The development of his country's great resources has been his study and is his great object in life. When congratulating him on his present dignity we hope that the Chinese Chamber of Commerce will not fail to bring to his notice the needs and opportunities of Hoihow.

The O.P.R. Company is in receipt of advice from their Yokohama Agency that the latter are to receive a wireless message from its R.M.S. Empress of India that the vessel is expected to reach Yokohama on the 1st November at 8 o'clock. At the time the message was despatched, the steamer was 1,500 miles from Japan. The Empress of India left Victoria on the 15th October.

SHANGHAI RACES.

AUTUMN MEETING.

The following are the results of the first five events in connection with the Autumn Meeting held at Shanghai to-day—

THE MALOO STAKES, 4 MILE.

Stadacosa (Jones) 1

Cleric (Vida) 2

Planof (Burkill) 3

Time: 58 4/5 sec.

THE CRITERION STAKES, 1 MILE.

Hawke (Morris) 1

Cherubines (Vida) 2

Worcester (Lawrence) 3

Time: 2 mins. 4 2/5 sec.

THE MAIDEN STAKES, 4 MILE.

Crusader (Rowe) 1

Rejected (Johnstone) 2

Liddlebank (Burkill) 3

Time: 1 min. 29 sec.

THE FAH-WAH STAKES, 1 1/2 MILE.

Spring Ross (Burkill) 1

China (Cumming) 2

Stirrup Cup (Campbell) 3

Time: 3 mins. 10 sec.

THE BRITISH NAVY CUP, 4 MILE.

Assigues (Burkill) 1

Caprice (Vida) 2

Dilecto (Lindsay) 3

Time: 1.32 2/5.

Oil Ship on Fire.

IN CANTON.

STANDARD OIL CO. TO THE RESCUE.

We are in receipt of news this morning that a serious fire occurred on board the Norwegian steamer Nord whilst she was lying at the wharf in Canton discharging a cargo of Bunker oil into the Hamburg-American's godown. It appears that the outbreak was caused by the overturning of a lamp in the forecastle and it is a very fortunate circumstance that the conflagration did not get an opportunity of involving the whole cargo, in which case the ship herself would inevitably have been destroyed with probably disastrous results to

OTHER SHIPPING.

In the river. As it was, as soon as the alarm was given, prompt assistance was got from the Standard Oil Company's depot which immediately adjoins the wharf at which the Nord was lying at the time of the mishap, and Captain Smith, the superintendent, was so energetic in getting his fire-extinguishing apparatus into operation that the flames were effectively prevented from procuring a hold upon the cargo.

Some 1,500 of feet hose belonging to the Standard Oil Company was used in combating the flames and it speaks much both for Captain Smith and the men under his control that the fire was got under in less than one hour and a half. From all accounts, there was no injury done to the frame of the Nord, the fire having been confined to the forecastle where it originated and the damage is reported to be comparatively trifling.

The Nord is a steel screw steamer of 7,600 tons net, was built in 1895, and belongs to Christiania. Her cargo, we believe, belongs to the Straits Petroleum Company and she has been engaged for a number of years in the Rangoon oil trade.

THE BLUE FUNNEL LINE.

The Steamers of the Blue Funnel Line have a world-wide reputation, founded on a record of service to the public which extends over fifty years. The passenger service between Great Britain and Australia is to be inaugurated by three steamers, the Aegean and the Anchors and the Archipelago, which have been specially built for the trade. They are each twin-screw vessels of over 10,000 tons gross register tonnage, and no effort has been spared to ensure the safety, comfort, and general well-being of the passengers. These steamers carry Saloon passengers only, and the Managers feel sure that in providing a line of steamers of this kind, giving very superior accommodation at moderate rates of passage money, they are meeting a want widely felt among the travelling public in a way which will be much appreciated. A duly qualified Surgeon is carried, and also an efficient staff of Stewards and Stewardesses fully adequate to give proper attention to the passengers.

WIRELESS TELEGRAPHY.

is installed in all three steamers. The cabins are large and airy, situated amidships, giving easy access to all the public rooms. Each cabin is fitted with a chest of drawers and a wardrobe, which accommodates passengers to live in ordinary comfort while on board, instead of "in their trucks."

The Dining Saloon, Drawing Room and Smoking Room, are spacious and lofty apartments, well lighted and ventilated. They can be reached from all the cabins without passengers having to go outside on deck.

DECK SPACE.

As regards deck space passengers will have the run of the whole ship, with the exception of those portions reserved for the use of the officers and crew. A covered shelter is fitted at the after end of the promenade deck, to which passengers can retreat in wet weather while still remaining in the open air.

A special thought has been devoted to the equipment and ventilation of the Lavatories and Bath Rooms, the accommodation in this respect being particularly airy and commodious.

Space is allotted to a Children's Nursery, a Hospital, and a Barber's Shop, and a photographic Dark Room is also available for the use of passengers. Each steamer carries a Library containing a large selection from the works of the best authors of English literature, and games are also provided for the amusement of passengers.

LAUNDRY AND KITCHEN.

There is a laundry on board, capable of dealing with the washing of passengers' linen, etc., during the voyage. Particular attention has been paid to the Kitchen Department. The kitchens are fitted throughout with the most up-to-date appliances, and a large staff of cooks is employed under the supervision of a fully qualified Chef. All the provisions are of the best quality obtainable, and it is the intention of the owners that by special study the unvarying monotony of the menu, so frequently noticeable on board ship, shall be avoided.

We have to thank Messrs. Butterfield & Swire for the pamphlet in which the above are extract.

HOKEY MATCHES.

QUEEN'S COLLEGE VS. R.E.

DEPARTURE OF CHINESE MINISTER.

[Translated from the Native Press.]

THE NEWLY-APPOINTED MINISTER FOR CHINA IN ENGLAND WILL LEAVE SHANGHAI ON THE 8TH INST. BY THE ENGLISH MAIL, WHICH IS DUE IN HONGKONG ON THE 11TH INST.

A COMPLAINT.

THE REPRESENTATIVE OF THE CHINA CHAMBERS OF COMMERCE HAS ADDRESSED A PETITION TO TAO TAI CHAO, OF THE PUBLIC WORKS, ASKING THAT THE BOILERS OF WATER TANKS SHOULD BE STOPPED FROM ROLLING AT NIGHT. THE PETITION HAS BEEN REJECTED Owing TO NUMEROUS OUTBREAKS OF FIRE.

NAVAL MATTERS.

THE ADMIRALTY HAS DISPUTED LAU KWOK HONG TO RECEIVE PRINCE SHUN PEI-LAP, LORD OF ADMIRALTY. HE WILL LEAVE BY THE CHINA NAVIGATION COMPANY'S STEAMER SUN MING FOR CHINA TODAY AND WILL ARRIVE AT PEKING ON THE 5TH INST.

TYPHOON WARNING.

THE TELEGRAM QUOTED BELOW WAS RECEIVED FROM THE MANILA OBSERVATORY AT THE AMERICAN CONSULATE GENERAL TO-DAY:

MANILA, OCTOBER 31, 4:45 P.M.

CYCLONE OR TYPHOON OVER THE EASTERN VISAYAS moving W.

MANILA, NOVEMBER 1, 10 A.M.

CYCLONE OR TYPHOON OVER THE VISAYAS moving W.

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THE FORBIDDEN CITY.

PEKING AFTER TEN YEARS.

The Forbidden City in Peking is a strongly constructed place, a place of walls many with other walls. No community of the Western World would permit such an enclosure to exist and turn out of its course the traffic of an entire city. This innermost "city," where the Emperor of China, Son of Heaven, lives with the wives, concubines, and soldiers bequeathed to him by his high walls of rectangular compass, whose greater length lies north and south, and whose central roadway, overhung by many pagoda-like gates, marks the meridian of the sun. For more than two miles these palace grounds prevent the crossing of Peking from east or west.

Outside the Forbidden City is a broad and wonderfully picturesque moat, a moat entirely covered at this season with huge flat lotus leaves and soft pink flowers floating on the water. Around the moat on several sides lies the second, or Imperial, City, originally the dwelling-place of loyal Mandarins, Princes and gentlemen, and where only a very few foreigners, professors at the Imperial University, are permitted to have homes to-day.

The Imperial City is walled again from the Tartar City, reserved to ordinary soldiers and poorer Mandarins families in the days when the security of the conquerors was not so substantial—or so substantial, I might say—as it is to-day.

MANCHU AND CHINAMAN.

Though the greatest of the walls, that enclosing this Tartary, is wonderfully formidable, being everywhere fortified and placed where bulwarks run out as much as a hundred feet wide, the early Macchus attempted to encompass the whole place again, so that even the market gardeners, supplying the capital with vegetables and flowers, and fishermen who drop their nets in the Grand Canal, might be protected from the assault of barbarian tribes. But at this they failed, largely, because vastly and not necessarily built for this unnecessary outer line of defence, and only one side—enclosing to the south a rectangular tract of many square miles, was finally encompassed. This is called the Chinese City, though to-day the Chinese penetrate even the Forbidden City, being councillors to a minor extent of the Manchu Prince whose will is law.

Many interesting tales could be related of the many walls of old Peking; but it is my purpose here to tell of the foreign encroachments, which have reached, against the will of the Palace and the people of China, the very gates of the Forbidden City. Indeed, within the stone-towered of the Chin Men, the great Front Gate, the railway trains from Europe, having come through the outer walls, arrive and take their departure again. From the Chin Men stretches to the east another compound, the smallest, yet the most formidable and important perhaps of all. On one side, the southern, this compound is flanked by a section of the Tartar City great wall; on the east, north, and west by much lower but likewise battle-mended defences, and a narrow trench.

F.I.X. JON DEVINS.

Along the walls of this little enclosed are you will see guardhouses at intervals, with strange soldiers, some in the country, do sentinel duty night and day. And all the houses within the enclosure—you will see if you look down to the wall—are peculiar to this compound only. Yet no two of the great residences to be seen here are similar in design, nor are the soldiers at any two of the outer guardhouses the same.

If you start along the great wall from the Chin Men, you will find, beneath the Chin Men pagoda, a contingent of hawk-clad fellows with broad hats and a banner, floating near them, in stars and stripes. I mean the next-pagoda, that of the Chin Men, at the south-east corner, fakir-hatted men in green uniforms and green helmets pass near the flag of the Fatherland.

One must descend here and pass northward along the broad open space preserved by treaty round this, the Legation quarter, for the other walls enclosing the little compound, constructed by the foreigners themselves, are only modern defences, low and unimposing compared with the mighty pile the ancients built.

A few hundred yards to the north stands the Austria Eagle; then, turning towards the east, you will see the Italian and British flags in succession and further south again, the Russian. No section of the outer Legation walls is defended by the French or Japanese, as their legations lie in the heart of the foreign quarter.

ARMAMENT D'OUR RIRE.

Of course, the many Chinese walls, which surrounded the foreigners on every side, are also fortified, though quite absurdly. I see some of the gates, beneath the high pagodas, you may see long, pointed pikes, and sometimes ancient bows and arrows, such as would adorn the walls of a feudal European castle now a show place. And, to draw an accurate picture, must state that these old little more than show things in Peking to-day, for the Government has learned by hard experience the value of modern weapons.

At intervals on the broad paved top of the Tartar wall, you will find guardsmen who belonged in former generations to the Manchu Clan, and, being descendants of the conquerors, still receive allowances of the tribute rice that comes to the capital annually. But these men are now only pensioners, without weapons, who sometimes big fat copper coins from foreigners walking or riding past their little paper-windowed houses beneath the now semi-named pagodas falling with decay. And in the loopholes of the latter you will perceive another mockery of vanished glory—the murals of carpet painted on wooden shutters.

The famous Forbidden City, the city within cities, is no longer shrouded in the deepest mystery. Many tourists of distinction as well as all the foreign Ministers have been within its walls. Photographs of its palaces, its gardens, and its little lakes are sold by Japanese and German photographers, who obtained access when the foreign armies were in occupation. But you will find, if you ride up to any of the gates of its pink-washed walls that even its grounds are still forbidden to the ordinary mortal.

If you are a stranger and do not know Peking too well you may happen by accident to direct your obstinate pie-skin boy to one of the sacred gates. A nervous gathering of the guards is, as plain as your approach—narrowly because the startled soldiers do not like the idea of forcing a way through you, in whom they see the hand of the Devil's army. The badminton with his ancient sword, as well as modern hollow sticks, however, will prevent the arrival of their master with a single blow.

NEW CLAIMANTS FOR OLD MILLIONS.

GLITZENSTEIN FORTUNE AND THE GHETTO.

Claimants to the Glitzenstein millions are multiplying in such embarrassing profusion that it becomes more and more certain that the estate will have to be fairly substantial ones to make it worth while for candidates to press their claims.

Recently a *Morning Leader* representative lighted on a new batch of them. One of these, a hairdresser in East London (Mr. C. Posser), explained, while shaving a customer, what his claims to the Glitzenstein fortune were. He put the matter thus: "Glitzenstein's father and my father's grandfather were brothers." But what Glitzenstein?

A NEW PHASE.

Here we come across a new phase of the mysterious millions. For, according to Mr. Posser, the man who left the fortune was not Isaac Glitzenstein, as has been fondly supposed up to the present, but Frederick Glitzenstein, and the two claimants whose statements appeared in Wednesday's "Morning Leader" are on the wrong track.

"The man they are thinking of," said Mr. Posser, "was a different man entirely." Fred. Glitzenstein, he went on to say, did not run away from Poland at all, as Isaac has hitherto been stated to have done. He was born here in the year 1843.

Statements on the same lines were made by yet another claimant, Mr. S. Wolfe, also a hairdresser (of Kilburn).

FORMER LONDON MERCHANT.

Mr. Wolfe declared that the Mr. Lazarus who inserted the advertisements in the paper decided that Glitzenstein was born in London.

Mr. Wolfe pointed triumphantly to the following advertisement which had appeared in a London paper in June last year:

GLITZENSTEIN'S.

Relatives and heirs of Fred or S. Glitzenstein, formerly wine merchant, Great Tower St., London, E.C., about 1865, may hear of something to their advantage by communicating with Mr. Lewis Lazarus, 3, Argyle-rd., Ilford, Essex.

"There you are," he exclaimed, "the names are Fred or S.—not Isaac!"

Mr. Wolfe has been inquiring into the matter, and he finds that a Joseph Glitzenstein married in London, and that two sons were born of the marriage—Frederick and Solomon. Frederick, says Mr. Wolfe, is the man whose money is causing tremors in so many breasts.

To clinch the whole matter Dr. Tunnicliffe, the American attorney who has charge of the estate, declares, according to Mr. Wolfe, that Frederick was the man and not Isaac.

NOT THE MAN OF MONEY.

There was an Isaac Glitzenstein, who left Poland, says Mr. Wolfe, and he was probably a relative of Frederick. "But he wasn't the man who left the money."

Frederick Glitzenstein, according to both Mr. Posser and Mr. Wolfe, was a member of the Joppa Masonic Lodge. Mr. Posser further contends that when Frederick Glitzenstein died there was found in his pocket a little book which showed that he was a member of the Lodge.

The present trouble is the abundance of heirs. Mr. Posser said that Dr. Tunnicliffe had stated that Frederick Glitzenstein had a sister, whose children are alive.

"Dr. Tunnicliffe admits that we are the right family," said Mr. Posser, "but he says there are nearer relatives."

Fred. Glitzenstein, it appears, had six uncles, to say nothing of aunts, and all these uncles and aunts were probably blessed with large families.

Mr. Posser has been pursuing the matter for 18 months.

"The members of the family in London," he added "may hold a meeting at Great Prescott-st., E., to discuss the subject."

OPIUM SMOKING.

RESTRICTIVE MEASURES INEFFECTIVE.

The Indian Daily News has the following in a recent issue:—In May last the Government of India addressed the Local Government on the subject of the desirability of the gradual suppression of opium smoking, and of re-examining existing systems for the regulation of the traffic in opium. It will be remembered that the International Opium Commission which met at Shanghai last year strongly recommended these measures. As is well-known the Government of India is in cordial agreement with the general principles embodied in the resolutions of the Commission; and it accordingly called for a report from the Local Government as to the feasibility of enforcing, within a reasonable period, a strict and unequivocal prohibition of the practice of opium-smoking. The Bengal Board of Revenue has now addressed public bodies in this province on the matters referred to. In doing so the Board gives a minute description of the rules now in force both as regards the sale of opium in the form of preparations or admixtures for smoking and the restrictions as to the retail vend and consumption of opium. The policy of which the rules and restrictions referred to are the outcome has been steadily persisted in by Government since 1891. The main features of this restrictive policy are tacitly set forth in the Board of Revenue's letter. The Government stopped short of absolutely prohibiting the assembling of persons for the purpose of opium-smoking, for it was thought that the restrictions would result in the gradual decrease of opium-smoking. It will be generally agreed that the measures taken hitherto have not tended to decrease the consumption of opium, and further measures to control consumption seem to be called for. The absolute prohibition of the use of the drug is impracticable at present; but anything done to check it is certainly to be welcomed.

We (*The Shanghai Times*) understand that negotiations are still being carried on between the Hongkong and Shanghai Bank and the representatives of the Viceroy of the Liang-kiang Provinces, with regard to the three million-tael loan, and it is expected that the terms will be settled in a few days' time. After the receipt of the Tientsin Communication informing them that the Viceroy had received an Imperial Edict sanctioning the raising of a loan of two million taels by merchants from the Hongkong and Shanghai Bank to be guaranteed by the Shanghai Tientsin Chamber of Commerce held an Extraordinary meeting at which it was resolved that any merchant who had suitable property or goods and wished to borrow money in the same, should lend them through the Committee of the Bank, to the Committee of the Chamber of Commerce, to be pledged with the Hongkong and Shanghai Bank. According to their plan a rate of 5 per cent.

Dr. Lin Ho-pao Keng has been appointed one of the secretaries to the new Chinese Minister to London. He is a Yale man.

BULLION.

Messrs. Samuel Montagu and Co.'s Circular dated London, October 6, contains the following:—

GOLD.—The outstanding feature of the gold market was the entry of the Bank of England as a competitor for the £7,000,000 bar gold sold on Monday of which amount it secured about £5,000,000, £3,33,000 was taken by India and a small amount for the Continent. The Bank has not paid a premium for bar gold since May last; the necessity for the Bank's competition this week arose from the withdrawal of nearly £1,000,000 in sovereigns for Egypt as noted below.

The following amounts were received by the Bank of England:—

October 3, £18,000, in bargold.

October 4, £22,000.

October 5, £21,000.

Withdrawals were made as under:—

September 29, £200,000, in sovereigns for Egypt, £100,000 in sovereigns for Turkey, £6,000 in sovereigns for Gibralter £10,000 in sovereigns for Argentine.

October 1, £1,360,000, in sovereigns for Egypt.

October 4, £10,000, in sovereigns for Malta.

October 5, £4,000,000, in sovereigns for Egypt.

The net efflux during the week is £1,365,000.

SILVER.—The month of September witnessed some recovery in the price; on the whole, the market showed a less artificial and restrained appearance. This change was owing to the following reasons:—Business in the Indian Bazaar entered upon an active phase of which the splendid condition of the harvests in that country had already given promise. The result of the rainfall being beyond the risk of failure as to its sufficiency, the only danger, and that a negligible one, lay in the chance of the supply proving too copious. China also was a fine buyer at the low prices quoted at the beginning of the month, and continued to give support to the market until the price reached £3/- when there was some profit-taking.

We append statistics for September:—

Highest price cash 24½ mos 24½/-; lowest price cash 24 5/16, 2 mos 24½;

average price cash 24·567, 2 mos, 24·62.

Out of the 96 working days 1·6d. premium was quoted on forward Silver on 15, and 1d. premium on 7 days.

The market during the current week has been steady with a strong undertone, both India and China sending orders to buy, and were it not for the reluctance of the speculative group to unload much of their holdings when they have the opportunity to do so, the tendency would be distinctly healthy. Nearly a million sterling was shipped to Bombay in September, of which over half has not yet arrived, but in spite of this, there is still a premium on the price of forward silver on this side. At the Bombay stock is given to-day as about 16,000 bars exclusive of what is on the water; it is obvious that there is plenty of cash silver on both sides.

A good deal of attention has been drawn by us recently to the import of "Soya" beans; perhaps this particular vegetable is not generally known, we quote the following abstract from the Official Report of the Imperial Maritime Customs of China.

"The soya bean, itself edible, can, it seems,

be made into a kind of coffee, a kind of milk,

and a kind of cheese; the oil expressed from

it is valuable for culinary purposes and in the

manufacture of soap, and the cake, excellent

as a fertilizer and as a food for cattle" can also

be made into soy, and into biscuits.

A shipment of £65,000 has been made from San Francisco to Hongkong.

Messrs. Mocatta and Goldsmith's Circular dated London, October 7, says:—

"The Silver market during the past week has continued to show a firm undertone and with slight fluctuations the price, which was 24½, on the date of our last circular, has advanced to 25 1/16, which we quote to-day.

The shipment this week to Bombay is very small, but there has been a good deal of Indian Bullion covering and China has been a good buyer for forward delivery.

The very slight decrease in the stock of

Rupees in the Currency Reserve, in spite of

the excellent crops in India, must be ascribed

to the fact that the market now looks more remote; but this up-country demand is expected shortly to increase and with the probability of China continuing to buy silver against their exports, we see no reason to expect any set-back at present and there might even be a further slight advance.

Gold has been in less demand, this week for

the Continent, and the Bank of England by

paying a slight premium, secured almost the

whole of the week's arrival. Sovereigns, how-

ever, continue to be withdrawn for Egypt and

elsewhere and during the week the Bank has

lost £7,700,000 in coin.

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Shipping—Steamers.
CANADIAN PACIFIC RAILWAY CO'S.
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 11 DAYS TOKOHAMA TO VANCOUVER, 11 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc.
 (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong. From Quebec.

"MONTEAGLE" TUESDAY, NOV. 8TH.

"EMPEROR OF INDIA" SATURDAY, NOV. 19TH.

"EMPEROR OF JAPAN" SATURDAY, DEC. 17TH.

"EMPEROR OF CHINA" SATURDAY, JAN. 14TH.

"MONTEAGLE" WEDNESDAY, JAN. 25TH.

"EMPEROR OF INDIA" SATURDAY, FEB. 11TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.
 "Montagle" 18 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants Official located in Asia, and to European Officials in the service of the Government of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest as per.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. BRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Elake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	HANGSANG	WEDDAY, 2nd Nov., 4 P.M.
TIENTSIN	CHEONGSHING	FRIDAY, 4th Nov., Noon.
MANILA	YUHSANG	FRIDAY, 4th Nov., 4 P.M.
SGAPORE, PENANG & CALCUTTA, LAISANG	SATURDAY, 5th Nov., Noon.	
MANILA	LOONGBANG	FRIDAY, 11th Nov., 4 P.M.
SHANGHAI, KOBE & MOJI	NAMSANG	MONDAY, 21st Nov., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kaising," "Nansang" and "Koeking" leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafou, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

Hongkong, 31st October, 1910.

General Manager.

[1]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail.
SHANGHAI	CHISHUA	3rd Nov., 4 P.M.
HAIPHONG	BINGANG	4th 10 A.M.
SHANGHAI, CHEFOO & NEWCHWANG	FOOHOW	5th Daylight.
SHANGHAI	AEHUI	5th Midnight.
MINILA, ZAMBOANGA & AUSTRALIAN PORTS	TAIYUAN	8th 4 P.M.
ILIOILO & CEBU	SUNGKIALANG	10th 4 P.M.
CHEFOO & TIENTSIN	KUNGHOW	10th 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STREAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STREAMERS and TIMTSIN STREAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STREAMERS (Asia, China, Korea, China) — with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaves Hongkong for Shanghai direct every Thursday and Friday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passenger must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Telephone No. 25.

Hongkong, 31st November, 1910.

[2]

HONGKONG—MANILA

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
SHUN	1,725	R. Rodgers	MANILA	SATURDAY, 5th Nov., 12 Noon.
SHUN	1,725	R. Rodgers	MANILA	SATURDAY, 5th Nov., 12 Noon.

For Freight or Passage, apply to SHEWAN, TOMES & CO. Agents.

Telephone No. 25.

Hongkong, 31st November, 1910.

[3]

SHEWAN, TOMES & CO.

Agents.

Telephone No. 25.

Hongkong, 31st November, 1910.

[4]

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G.	Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO- HAMA	CHICAGO MARU	6,182	WED'DAY, 2nd Nov., at Noon.	
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO- HAMA	TACOMA MARU	6,178	WED'DAY, 2nd Nov., at Noon.	

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOGHOW	CHOSHUN MARU	THURSDAY, 3rd Nov., at 10 A.M.
TAMSUI via SWATOW and AMOY	DAIGU MARU	SUNDAY, 6th Nov., at 10 A.M.
ANPING via SWATOW and AMOY	SOSHU MARU	WEDNESDAY, 9th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. 2nd Class. 3rd Class.

\$72.00 \$65.00 \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailing, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

[5]

NIIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1910
MARSHIELLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAKOGO MARU, Capt. A. Christiansen, Tons 8000 KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000	WED'DAY, 9th Nov., at Daylight. WED'DAY, 9th Nov., at Daylight. WED'DAY, 9th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMU KURA MARU, Capt. J. Nagae, Tons 7000	SATURDAY, 3rd Dec. From KOBE.
VICTORIA, B.C. & SEATTLE	TAMBAKU MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishii, Tons 7000	TUESDAY, 8th Nov., at Noon. TUESDAY, 8th Nov., at Noon.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winckler, YAWATA MARU, Capt. T. Saito, Tons 5000	FR

